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## SAN FRANCISCO AGENCY.

L. P. FISHER is Sole Agent for this paper in San Francisco and vicinity. He is authorized to receive advertisements and subscriptions, and collect for the same. Rooms 21 and 22, Merchants' Exchange.

## NEWS OF THE MORNING.

In New York yesterday Government bonds were quoted at 123% for as of 1907: 113 for 4%; sterling, 84 1/2 to 84 3/4; 120% for 3s; silver bars, 100%.

Silvers in London, 45s; consols, 100%; 5 per cent. United States bonds, extended, 105 1/2; 125s; 8% 1/2 to 125s.

Mexican dollars are quoted at 83 1/2 to 85 1/2 cents.

Mining stocks in San Francisco where bright and yesterday morning, and prices were weak and lower.

M. McMullen, a rancher, has been arrested in Colorado for failing to remove his fence on Government land.

The Western Export Association has decided to abandon the San Joaquin.

A fishing boat was struck by lightning at Peoria, Ill., Tuesday, and three of the occupants killed.

The Paris Prefect of Police favors the cremation of deceased bodies from hospitals.

The Spaniards are indignant over Germany taking possession of the Caroline Islands.

The National Association of Ex-Union Prisoners of War in Philadelphia yesterday.

The transfer of coin by mail from San Francisco to New York has been resumed.

Four men were killed by an accident on the inclined railroad at Cabin Creek, W. Va., yesterday.

A young girl who arrived at Boston from Charlestown, Prince Edward's Island, is missing.

Another fight with the Apaches is reported from Arizona, in which eight were made "good" Indians.

No serious results have so far occurred from the strike on the Wabash system.

William Carlon, the well-known actor, commutes at New York yesterday.

The official ex having failed, was then weeping and wailing in the Philadelphia Mint yesterday.

A vessel has arrived in New York with a case of yellow fever on board.

John Cambrook has been arrested at London, England, for abducting a girl 15 years of age.

Peter L. Johnson committed suicide at Redwood City yesterday.

George McKeone was found drowned in San Francisco bay.

J. B. Hodgen was stabbed and killed by J. G. Cavanaugh near Voloano, Amador county.

A barn was struck by lightning near Little Shasta yesterday, and 150 tons of hay burned.

The San Joaquin is trying to reduce the rent of some of its tenants 20 per cent.

Destructive mountain fires have been raging near Napa for a week.

The New York Democratic politicians are hopelessly at sea over the nomination for Governor.

A young lady committed suicide at San Diego by shooting herself through the breast.

A chlorine tank exploded at Los Angeles for an attempt at rape on a white girl.

Mrs. Sadie Wilson has commenced suit at Portland, Or., against Dr. Murray for \$10,000 damages.

Hiram A. Wickware, Postmaster of Bakersfield, died at that place yesterday.

The Grand Lodge of Good Templars met at Centerville, W. T., yesterday.

General Sherman has declined the invitation to deliver the oration at Boston on General Grant.

A young son of Willis Roach killed two men near Frankfort, Ky., who attacked his father.

A German was attacked and robbed in Portland, Or., yesterday, and then thrown into the river.

The Mississippi Democratic State Convention assembled at Jackson yesterday.

The Democrats in Iowa have fused with the Greenbackers.

The Sonora and Milton stage was stopped by a highwayman yesterday.

## TWO STARTLING STATEMENTS.

According to Mr. Knox, whose experience, acumen and cool judgment we respect, there is no need to do anything to save the Sacramento river. It is bound to leave us at Gray's Bend, cross the Yolo basin, fill it up and so increase the general flood height that in high water this whole section of country will be beneath the water level.

That the Feather and American rivers are pushing the Sacramento river westward and southward, will early be diverted into a new course from a point near the mouth of the Feather. That in the American and Feather and their tributaries there is sand, gravel and silicas enough on a sharp incline moving to the lesser grade of the Sacramento to clog the latter and dry it up below, save in flood seasons.

According to Mr. Knox, about the only thing to do is adopt that Billings' advice, "grin and bear it," and when the time comes move on. But we believe he is in error, and that it will cost but one-eighth what he estimates to excavate; and that it is not needed to excavate to the extent he invites we also believe.

According to Captain Payson, in charge of the Government works upon the Sacramento river, there is no use trying to do anything because the task is too great.

So between these two gentlemen there is nothing but cold comfort for the friends of the river. Yet there is a remarkable agreement between them as to what should be done, and can be done, if the money is forthcoming.

We believe both gentlemen, however, to be radically wrong as to conclusions. That the river can be saved, its diversion prevented, its navigation much improved, though not wholly restored, and the ills they force mainly avoided, we believe. That the Government can be induced to do this work and will give the needed aid distributed over a series of years, and that the State will and should contribute to it, as a pure matter of economy, if for no other reason, we maintain.

But for the present we wish to consider Captain Payson's opinion especially, and which we elsewhere publish in full. He holds that the shoaling of the river is the result of civilization. That as fields are broken up by cultivation, earth and rock "drift" to the river, fill in and form such shoals as are now complained of. That hydraulic mining contributes to this filling greatly, but that no one can say how much is due to the one or the other cause.

This statement is not creditable to Captain Payson, or the engineering science he represents. It testifies to his lack of correct information, his ignorance of physical facts which he might have studied, to his incapacity, or else to a deliberate intention to be blind. One of these conclusions is unavoidable. There is not a man, woman or child in the valley who does not know that the deposits in the river are almost if not wholly mining deposits. That for the greater part of the distance on the river where trouble is, agricultural drift into the river is impossible. That long before the hill-sides traversed by the tributaries were put under cultivation to any considerable extent, mining deposits

had choked the river and raised its bed several feet.

Captain Payson ought to know, if he does not, that there is no instrumental or chemical test delicate or accurate enough to discover agricultural deposition in the river bed sufficient to cut any sort of figure in the case whatever. It is absolutely minute and immaterial.

Captain Payson ought to know, if he does not, that while far back in pioneer history, when early mining disturbed the soil, there was possibly a light, rich loam worked off, but that the countless millions of cubic yards of inorganic matter washed from the deepest bowels of the hills by hydraulic processes, and deposited on the tributaries and rivers, contributed the matter that choked the streams. That the mine slickens floated upon the land is death to it, and as cruel a visitation as man can send upon the bosom of earth.

When Captain Payson talks of agricultural deposits he belies the physical fact patent to every person who uses the river water or examines the obstacles in the stream. Captain Payson sought to know last year as eight years ago pulverized granite was dug from the bed of Cache Slough, carried there by floods from the mines, and that it was so utterly useless that even levees could be built of it, while to put it upon the soil was equivalent to abandoning the soil for agricultural purposes.

Captain Payson declares that under no circumstances will anything be done to the American river. That is to say, if the Government finds vast beds of coarse and about to be precipitated into the Sacramento, it (the Government) would and should do nothing to prevent it. Yet it is true that within nine miles of the city vast beds of fine gravel are found in the American, and that the movement began to that point within the year.

Captain Payson does not believe the Sacramento will ever become wholly unnavigable. By which, we infer, he means that in high water, for a few weeks in the year, some sort of boats will be able to make their way up stream for a limited distance.

Captain Payson appears to be wholly oblivious to the physical fact that in the lower reaches of the tributaries of the Sacramento are mining deposits moving on to the main stream, and that must come into it and destroy it, and sweep to the bay below and destroy them, unless something is done to check the descent, and these facts are attested by every-day observation and the testimony of eminent engineers.

It might profit Captain Payson to examine the several reports of his superior officers, with the testimony of eminent engineers in all of them.

It is somewhat remarkable that in all of Captain Payson's statements to the *Call* there is only the slightest reference to mining deposits, or to the abnormal changes in the river due to mining deposits, or to the vast accumulations below the mines.

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